

What is claimed is:

1. A shock absorber adapted to support a bumper reinforcing member of a vehicle and absorb by plastic deformation of the shock absorber an impact exerted on the bumper reinforcing member,

comprising a first collapsible shock absorbing part, and a second shock absorbing part adapted to be compressed in the axial direction thereof inclined outward in the width direction of a vehicle,

the first shock absorbing part having a structure of a basin-like truncated conical shape and including a skirt-shaped side surface, a top surface surrounded by a smaller-diameter-side circumferential edge of the side surface, an annular flange surface projecting from a larger-diameter-side circumferential edge of the side surface in the radially outward direction, and a bead integrally formed on the side surface in connection between the larger-diameter-side circumferential edge and the smaller-diameter-side circumferential edge, whereby the shock absorber has a function of aligning a direction in which the impact exerted on the bumper reinforcing member with the axial direction of the second shock absorbing part while absorbing the same impact, and

the second shock absorbing part having a function of absorbing an impact transmitted from the first shock absorbing

part.

2. A shock absorber according to Claim 1, wherein the second shock absorbing part has a multistage tubular structure including a smaller-diameter tube portion and a larger-diameter tube portion which are obtained by partially reducing or partially increasing a diameter of a straight tube, and a stepped portion connecting these two tube portions together in one body.

3. A shock absorber according to Claim 1, wherein the bead has a cross-sectionally triangular shape having an opening angle within the range of plus or minus 45 degrees in the circumferential direction of the top surface at a center line extending outward from the center of the top surface in the width direction of the vehicle, and extends in connection between the larger-diameter-side circumferential edge and the smaller-diameter-side circumferential edge.

4. A shock absorber according to Claim 1, wherein the bead has a cross-sectionally triangular shape having an opening side length within the range of 0.1 to 0.7 times as large as a diameter of the top surface at a center line extending outward from the center of the top surface in the width direction of the vehicle, and extends in connection between the larger-diameter-side circumferential edge and the smaller-diameter-side circumferential edge.

5. A shock absorber according to Claim 1, wherein the

bead has a cross-sectionally sector having an opening angle within the range of plus or minus 45 degrees in the circumferential direction of the top surface at a center line extending outward from the center of the top surface in the width direction of the vehicle, and extends in connection between the larger-diameter-side circumferential edge and the smaller-diameter-side circumferential edge.

6. A shock absorber according to Claim 1, wherein the bead has a cross-sectionally sector having an opening side length within the range of 0.1 to 0.7 times as large as a diameter of the top surface at a center line extending outward from the center of the top surface in the width direction of the vehicle, and extends in connection between the larger-diameter-side circumferential edge and the smaller-diameter-side circumferential edge.